AIRCREW TRAINING PROGRAM
&
COMMANDER'S GUIDE TO INDIVIDUAL AND CREW STANDARDIZATION
INTRODUCTION

AIRCREW TRAINING PROGRAM

- AUTHORITY: AR 95-1, Chapter 4.
- GENERAL: The aircrew training program (ATP) will be in accordance with TC 1-210 and the appropriate aircraft ATM.

AIRCREW TRAINING PROGRAM

- WAIVERS:
  - Unit waivers to primary aircraft ATP requirements may be granted by the MACOM Commander.
  - Individual waivers to primary aircraft ATP requirements may be granted by the first commander, Colonel (0-6) or above, in the individual's chain of command.

Reference: AR 95
1

AIRCREW TRAINING PROGRAM

- PURPOSE:
  - The ATP standardizes training and evaluation to ensure combat readiness.
- APPLICABILITY:
  - The ATP outlined in the ATM is mandatory for all military aviators assigned to operational aviation positions and all other crew members specified in ATMs.

Reference: AR 95
1

AIRCREW TRAINING PROGRAM

- REQUIREMENTS:
  - Flying hours.
  - Tasks.
  - Iterations.
  - SFTS (IAW AR 95-1, paragraph 4-11).
  - Readiness Level (RL) progression.
  - Annual Proficiency and Readiness Test (APART).

Reference: AR 95
1

COMMANDER'S GUIDE TO INDIVIDUAL AND CREW STANDARDIZATION

- Individual Semiannual Hours:

Aircraft	ATM	FAC1 Hours	FAC2 Hours
Utility Airplane	TC 1-218		
Aviator		55	30
Utility Helicopter, UH-60	TC 1-212		
Aviator		48	30
Crew Chief		24	24

Reference: TC 1-210

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- Flying-Hour Minimums Proration
  - Newly designated RL1 or FAC 3.
  - Primary aircraft redesignated.
  - Changing duty positions which involves a change in FAC level.
- The minimums will be one-sixth of semiannual requirements and/or one-twelfth of annual requirements for each full month remaining in the training period. Any previous flying-hour requirements no longer apply.

Reference: TC 1-210

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- Task and Iteration Proration
  - During his training year, each RL1 crew member must complete at least one iteration of each task on his task list in each of the modes indicated. The commander may increase these requirements as training and proficiency requirements dictate. Adjust these requirements if a crew member is initially designated FAC 3 or RL 1 in his primary aircraft as follows:
    - If more than six months remain in his training year, he must complete at least one iteration of each task in each of the modes indicated on his task list. The commander may increase this requirement.
    - If less than six months remain in his training year, the crew member will have no task and iteration requirements unless specified by the commander.

Reference: TC 1-210

COMMANDER'S GUIDE TO INDIVIDUAL AND CREW STANDARDIZATION

- Determination That Minimums Have Been Met
  - At the end of the training period, determine if the crew member's minimums have been met. Reduce minimums by one month for each thirty days the crew member was unable to fly for the reasons listed below. Add the total number of days lost because of
    - TDY.
    - Medical suspension.
    - Nonmedical suspension.
  - Days in different categories may be added together for thirty-day totals. Concurrent days (e.g. simultaneous medical suspension and TDY) will not be added together.

Reference: TC 1-210

AIRCREW TRAINING PROGRAM

- FAILURE TO MEET ATP REQUIREMENTS: When ATP requirements are not met the commander will investigate. After investigation the commander will ---

Reference: AR 95
1

AIRCREW TRAINING PROGRAM

a. Take one of the following actions:
   (1) Authorize a 30-day extension.
   (2) Request a waiver of requirements.
   (3) Place the crewmember before a flight evaluation board per AR 600-105.

b. Make appropriate entries in the IATF and on DA Form 759.

c. Restrict aviators from performing pilot in command duties in the aircraft until ATP requirements are met.

Reference: AR 95

AIRCREW TRAINING PROGRAM

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1

AIRCREW TRAINING PROGRAM

For primary aircraft, if additional time or waiver is not granted, or if requirements are not met within the authorized period, the commander will ---

a. Suspend aviator from aviation service.

b. Place aviator before a flight evaluation board (AR 600-105).

c. Terminate flying status order for a nonrated crew member per AR 600-106.

Reference: AR 95

COMMANDER'S GUIDE TO INDIVIDUAL AND CREW STANDARDIZATION

- *TC 1-210:*
  - Encompasses individual and crew training.
  - Establishes crew member qualification, refresher, mission, and continuation training requirements.
  - Gives guidance on tailoring training to meet individual, crew, and unit needs based on the unit METL.
  - Provides guidelines for predicting and allocating unit flying hours.
  - Applies to all unit commanders who have aviation assets.

Reference: TC 1-210

COMMANDER'S GUIDE TO INDIVIDUAL AND CREW STANDARDIZATION

- RESPONSIBILITIES:
  a. ***Commander***: According to FM 25-100, the commander is the primary training manager and trainer for his unit; he is responsible for the ATP. He bases training on the unit's wartime mission, maintains standards, and evaluates proficiency. He also provides the required resources and develops and executes training plans that result in proficient individuals, leaders, and units. The commander has subordinate leaders, staff officers, instructor pilots, and standardization officers that help him plan and prepare aviation training.

Reference: FM 2
5-100 &- TC 1-21

COMMANDER'S GUIDE TO INDIVIDUAL AND CREW STANDARDIZATION

b. ***Operations Officer/S3***: The operations officer/S3 is the commander's principal staff officer on matters of operations and training. He identifies training requirements and prepares and carries out training programs. He also determines and allocates training resources, plans and conducts training inspections, and compiles training records.

c. ***Standardization Officer***: The aviation standardization officer is the commander's technical advisor. He helps the commander and the operations officer/S3 develop, implement, and manage the ATP.

d. ***Evaluators/Trainers***: These individuals are the SPs, IPs, IEs, MEs, FIs, SIs, who help the commander administer the ATP. They evaluate, train, and provide technical supervision for the aviation standardization program as specified by the commander.

e. ***Individuals***: Individual aviators and crew members must ensure that they satisfy all ATP requirements.

Reference: TC 1-210

AIRCREW TRAINING PROGRAM
&
COMMANDER'S GUIDE TO INDIVIDUAL AND CREW STANDARDIZATION
QUESTIONS AND COMMENTS

Reference: AR 95
1